

M E M O R A N D U M

COMMUNITY DEVELOPMENT DEPARTMENT

December 27, 1993

TO: Interested Persons

FROM: Jerry E. Frasier, Principal Planner

SUBJECT: AMENDMENT TO NOISE ELEMENT OF SANTA MARIA GENERAL PLAN

The Community Development Department is transmitting one copy of the amended General Plan Noise Element. In February 1989, the Noise Element was amended to incorporate airport noise contours and bring the Element into compliance with the Santa Maria Public Airport Master Plan.

Your copy (enclosed) replaces the previous Noise Element. If you have a General Plan binder, please make the appropriate change to insure that you have an up-to-date Santa Maria General Plan.

JPS/ac

Enclosure

A5c-MNoiseEl



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## PREFACE

The revised and updated Noise Element was adopted by the City Council on April 21, 1987. In February 1989, the Element was amended to incorporate airport noise contours adopted by the Santa Barbara County Airport Land Use Commission, and to bring the Noise Element into compliance with the Santa Maria Public Airport Master Plan.

## I. INTRODUCTION

Awareness of noise has become a key factor in the perception of the quality of our environment. Noise affects the home environment, work environment, and enjoyment of recreational activity. For these reasons, noise has become an important aspect in the community planning process.

The State of California has mandated that each county and city prepare a noise element as part of its general plan. California Government Code, Division 1, Planning and Zoning, Chapter 3, Local Planning, Article 5, Section 65302(f) requires a plan including:

"A noise element which shall identify and appraise noise problems in the community. The noise element shall recognize the guidelines established by the Office of Noise Control in the State Department of Health Services and shall analyze and quantify, to the extent practicable, as determined by the legislative body, current and projected noise levels for all of the following sources:

1. Highways and freeways.
2. Primary arterials and major local streets.
3. Passenger and freight on-line railroad operations and ground rapid transit systems.
4. Commercial, general aviation, heliport, helistop, and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation.
5. Local industrial plants, including, but not limited to, railroad classification yards.
6. Other ground stationary noise sources identified by local agencies as contributing to the community noise environment."

## Introduction

The purpose of this report is to provide a comprehensive overview of the current state of the market for [insert product/service]. The report will analyze the market's growth, challenges, and opportunities, and will provide recommendations for [insert company/organization]. The report is organized as follows: [insert table of contents].

## Market Overview

The market for [insert product/service] is currently experiencing rapid growth, driven by [insert factors]. The market is characterized by [insert characteristics]. The market is expected to continue to grow in the future, driven by [insert factors].

The market is currently dominated by [insert companies/organizations]. The market is characterized by [insert characteristics]. The market is expected to continue to grow in the future, driven by [insert factors].

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Noise contours (lines which graphically depict noise exposure) for the City are shown for all relevant noise sources and stated in terms of Community Noise Equivalent Level (CNEL). The CNEL noise contours were prepared on the basis of state prescribed noise modeling techniques for the various sources identified in paragraphs (1) to (6) above.

The noise contours are used as a guide for establishing land uses which are compatible with the noise environment and minimize noise exposure to sensitive land uses.

The Noise Element identifies and appraises the noise environment in the community as required by Government Code, Section 65302(f). The findings section describes the existing and future noise environment. The goal, objectives, policies, and implementation programs that follow, provide guidelines for minimizing noise impacts. Because of the complexity of noise, an appendix is provided with background material on noise, compatibility criteria, and abatement strategies (see Technical Appendix).

## DEFINITIONS

### A-Weighted Sound Level

The sound pressure level in decibels as measured on a sound meter using the A-weighting filter network. The A-weighting filter deemphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear and provides good correlation with subjective reactions to noise.

### Ambient Noise Level

The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.



### Community Noise Equivalent Level (CNEL)

The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels occurring during the evening from 7 p.m. to 10 p.m. and addition of ten decibels to sound levels occurring during the night from 10 p.m. to 7 a.m. The 5 and 10 decibel penalties are applied to account for increased noise sensitivity during the evening and nighttime hours. The CNEL represents the daily energy noise exposure averaged on an annual basis.

### Day-Night Average Level (Ldn)

The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of ten decibels to sound levels occurring during the nighttime (10 p.m. to 7 a.m.). The 10 decibel penalty is applied to account for increased noise sensitivity during the nighttime hours. The Ldn represents the daily energy noise exposure averaged on an annual basis.

### Decibel (dB)

A unit for measuring the amplitude of a sound equal to 20 times the logarithm (to the base 10) of the ratio of the pressure of the sound measured to a reference pressure (i.e. 20 micro-pascals).

### Equal Noisiness Zones

Defined areas or regions of community wherein the noise levels are generally similar (within a range of dB). Locations approximately equal distances from noise sources and noise contours would be exposed to similar levels of noise.

### Equivalent Energy Level (Leq)

The sound level corresponding to a steady state sound level containing the same total energy as a time varying signal over a given sample period.



## Habitable Room

Any room meeting the requirements of the Uniform Building Code or other applicable regulations which is intended to be used for sleeping, living, cooking or dining purposes, excluding such enclosed spaces as closets, pantries, bath or toilet rooms, service rooms, connecting corridors, laundries, unfinished attics, foyers, storage spaces, cellars, utility rooms, and similar spaces.

## Intrusive Noise

That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, time of occurrence, and tonal or informational content as well as prevailing ambient noise level.

## L10

The A-weighted sound level exceeded 10 percent of the sample time. Other L percentiles commonly used include L50, L90, L99, etc.

## Noise

Any unwanted sound, or sound which is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying.

## Noise Exposure Contours

Lines drawn around a noise source indicating constant or equal level of noise exposure from that source. CNEL is the noise index used to relate community exposure to noise.





## Noise Sensitive Land Use

Noise sensitive land uses are land uses associated with indoor and/or outdoor human activities that may be subject to stress and/or significant interference from noise. They include residential (single and multi-family dwellings, mobile home parks, dormitories, and similar uses); transient lodging (including hotels, motels, and similar uses); hospitals, nursing homes, convalescent hospitals, and other facilities for long-term medical care; and public or private educational facilities, libraries, churches, and places of public assembly.

## Outdoor Living Area

Outdoor living area is a term used to define spaces that are associated with residential land uses and are typically used for passive recreational activities. Such spaces include patio areas, barbecue area, jacuzzi areas, etc. Outdoor areas usually not included in this definition are: front yard areas, driveways, greenbelts, maintenance areas, and storage associated with residential land uses.

## Sound Level Meter

An instrument, including a microphone, and amplifier, and output meter, and frequency weighting networks for the measurement and determination of noise and sound levels.



## II. FINDINGS

Most noise sensitive areas in and around the city are located within acceptable (see noise criteria section of Technical Appendix) noise environments of less than 55 dB CNEL; however, areas along transportation ~~substantial~~ <sup>addys</sup> are exposed to higher noise levels exceeding 65 dB CNEL. In response to federal, state, and local standards and guidelines, 65 and 60 dB CNEL contours are exposed to significant noise impacts. Areas within the 55 to 60 and 60 to 65 dB CNEL contours are also exposed to substantial noise impact; however, depending on the specific land use and mitigating actions, compatible developments may be constructed. The existing and future noise exposure from transportation sources are discussed below.

### Existing Environment

Noise contours for the existing major transportation noise sources are shown in Figure N-1. Both 60 and 65 dB CNEL contours are provided for U.S. Highway 101, primary and secondary arterials. Figure N-1 also shows the current airport noise contours (55, 60, 65 and 70 dB CNEL noise contours). Activities on the Santa Maria railroad line are not sufficient to generate 60 dB CNEL contours beyond the right-of-way. The noise contours represent unmitigated conditions. Therefore, where walls, berms, or structures block the noise path, the contours overestimate the noise impact.

The estimated population within each CNEL zone is provided in Table N-1. There are approximately 12,200 residents within the city exposed to noise levels exceeding dB CNEL. Major roadways throughout the city are responsible for over 60 percent of the residents impacted by noise. The next major noise source is U.S. 101 and it is a particularly important source in the 65+ dB CNEL zone. There are no residents of Santa Maria currently within the 60+ dB CNEL contour from Santa Maria Public Airport. Further discussion of the present type of airport operations and their impacts on the City of Santa Maria and the unincorporated areas in the Santa Barbara County can be found in the 1986 Airport Master Plan and Final Environmental Impact Report.

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TABLE N-1

1985 POPULATION IMPACTED BY TRANSPORTATION NOISE SOURCES<sup>1</sup>

<u>SOURCE</u>	60 To 65	65+	<u>TOTAL</u>
	<u>dB CNEL</u>	<u>dB CNEL</u>	
Major Roadways	6,570	1,190	7,760
U.S. 101	3,180	1,260	4,440
Santa Maria Public Airport	---	---	---
TOTAL	9,750	2,450	12,200

<sup>1</sup> Based on existing land use map and 1980 U.S. census data.

### Future Environment

#### TRANSPORTATION NOISE

Future noise contours for the year 2005 are depicted in Figure N-2. The contours reflect projected increases in traffic volumes. The population impacted by all transportation noise sources is shown in Table N-3. The number of people within the 60 and greater dB CNEL contours increases by approximately 45 percent when compared to existing conditions. This is a result of both larger noise contours and increased urbanization within the city. More significant is the fact that impacts within the 65+ dB CNEL increase by over 200 percent.

#### AIRCRAFT NOISE

The airport noise contours incorporated into the Noise Element represent the airports existing and projected contours due to expanded services. These contours are consistent with the noise contours adopted by the Santa Barbara County Airport Land Use Commission, i.e., Santa Barbara Area Planning Council. Future aircraft operations include scheduled passenger service, using a B727-200 aircraft, and expanded helicopter operations to be instituted during the forecast period. They also include an additional parallel runway constructed to accommodate future demand of general aviation aircraft.

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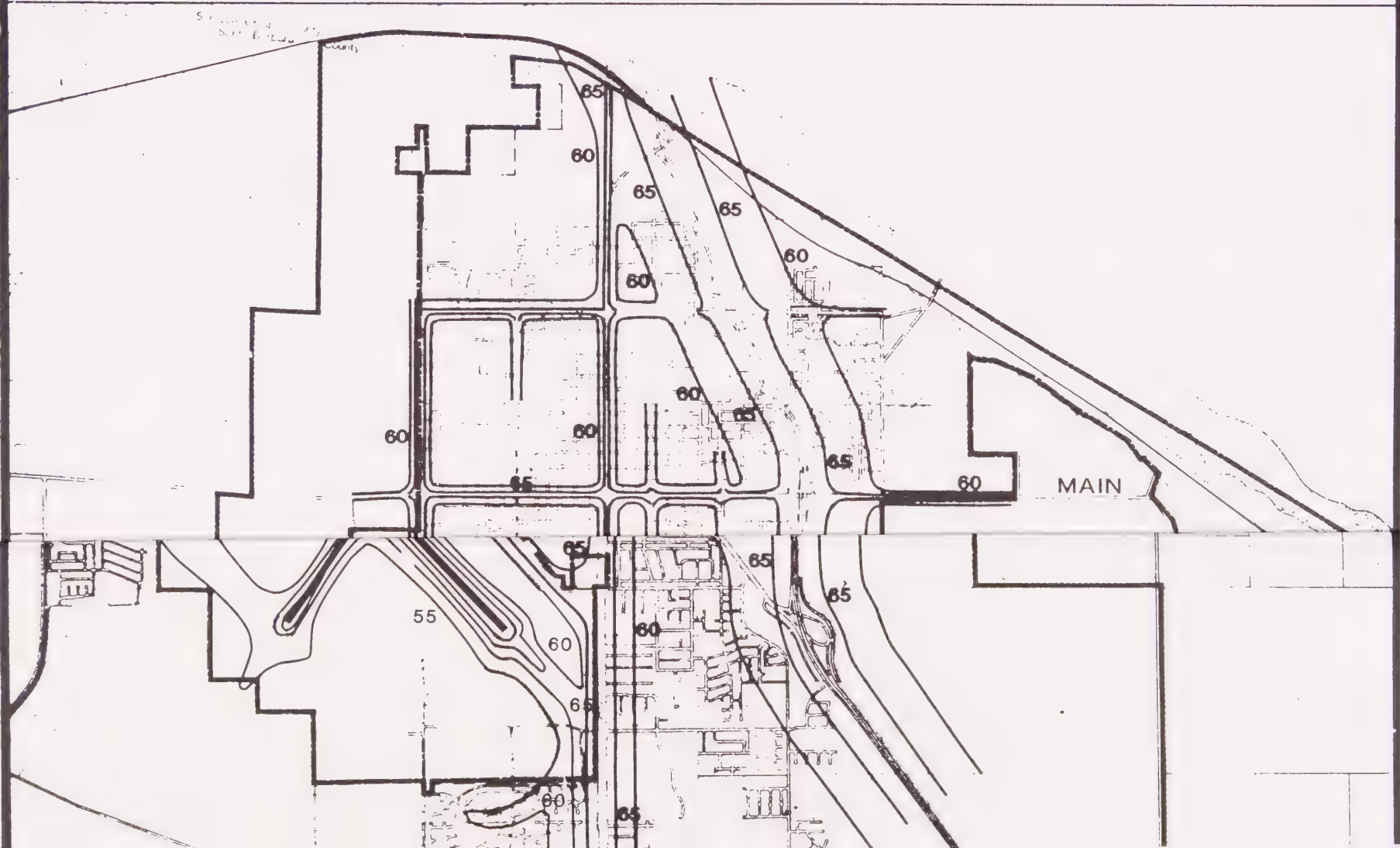


# City of Santa Maria General Plan

## Legend

-  City Boundary
-  Sphere Of Influence
-  Planning Area

## Existing Noise Contours (1985)







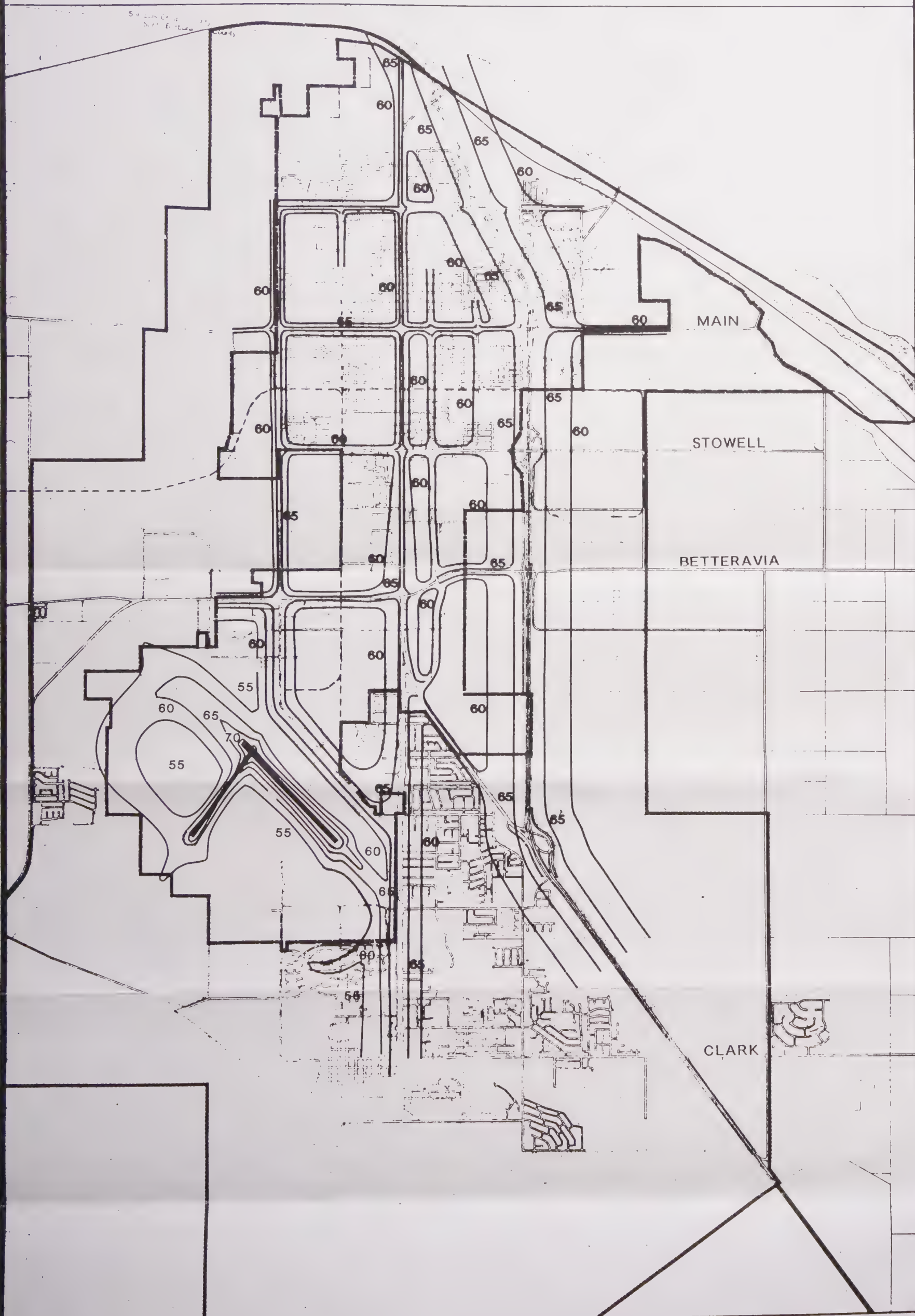


# City of Santa Maria General Plan

## Existing Noise Contours (1985)

### Legend

- City Boundary
- Sphere Of Influence
- Planning Area



Existing Noise Contours (1985)

DATE	FILE NO.	REVISIONS	DATE	BY	REVISIONS





Figure N-2 depicts the CNEL airport noise contours for the year 2005. The 70 dB CNEL is entirely on airport property. The 65 to 70 dB CNEL is off-airport property on the southeast and northwest. Of the 103 off-airport acres, 25 are to the southeast. Of these 25 acres, approximately 13 acres are in low density incompatible residential land uses as identified in Table N-2. At a density of 4 residences per acre, 52 residences would be located within the 65 dB CNEL contour. The 60 to 65 dB CNEL extends off-airport property on the southeast, northeast, and west. Approximately 203 incompatible acres are located to the southeast. This includes residential land use to the east of the Orcutt Expressway. All the residential land impacted by the 65 dB CNEL noise contour is in the unincorporated area. There is land designated industrial which is impacted by the 65 dB CNEL contour; however, industrial use is considered compatible with this level of noise.

TABLE N-2

LAND USE IMPACTS BY CNEL VALUE<sup>1</sup> (acres)

<u>LAND USE</u>	<u>60 to 65 CNEL</u>	<u>65 TO 70 CNEL</u>	<u>70+ CNEL</u>	<u>TOTAL</u>
On-Airport	961	562	364	1,887
Off-Airport				
Compatible	690	90	0	780
Incompatible	<u>203</u>	<u>13</u>	<u>0</u>	<u>216</u>
TOTAL	1,854	665	364	2,883

<sup>1</sup> Based on the Final Environmental Impact Report - Santa Maria Public Airport Master Plan, August 1987.

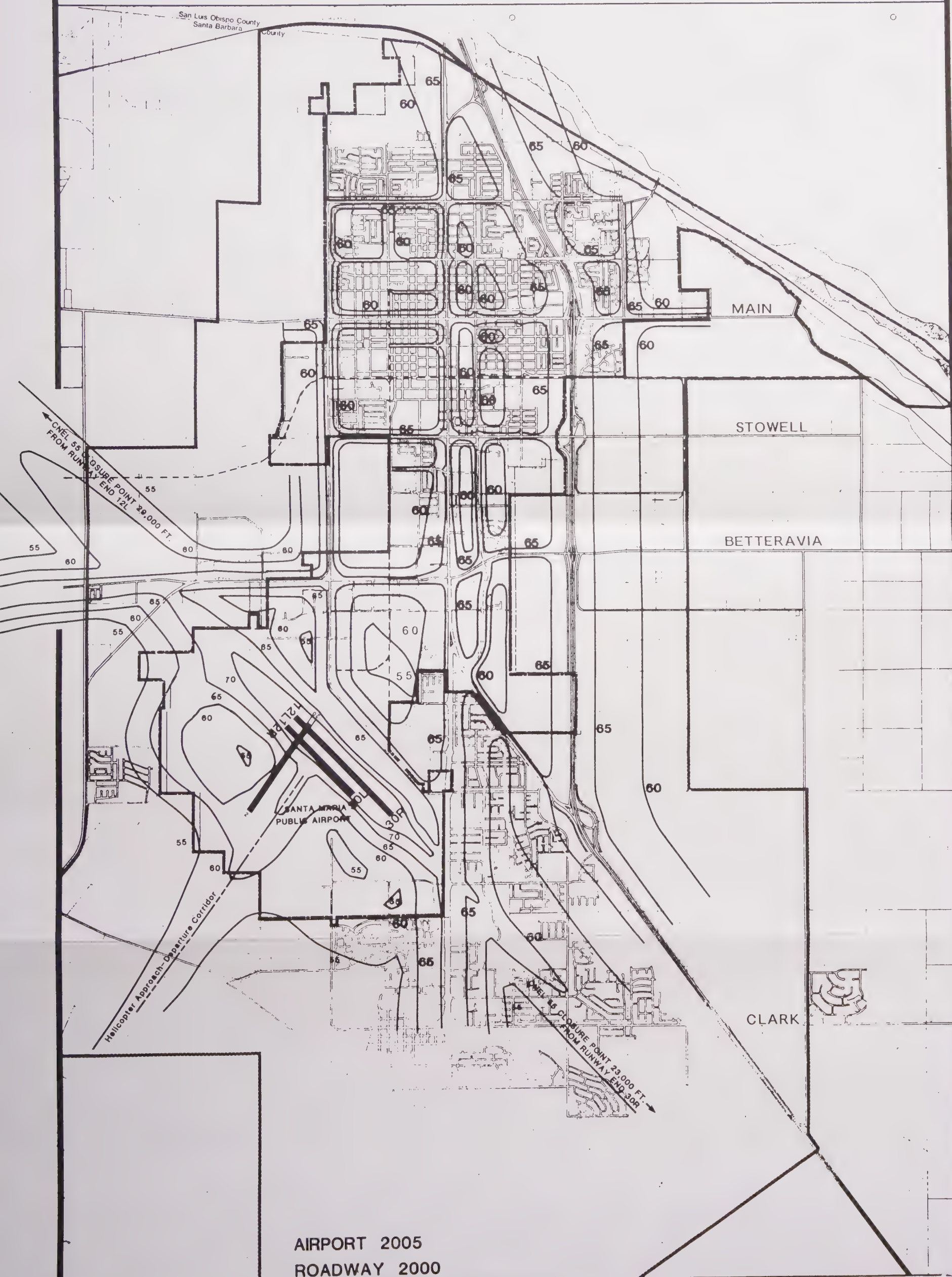




## Future Noise Contours (2005)

### Legend

-  City Boundary
-  Sphere Of Influence
-  Planning Area



AIRPORT 2005  
ROADWAY 2000

### Future Noise Contours ( )

[illegible]





TABLE N-3

2005 POPULATION IMPACTED BY TRANSPORTATION NOISE SOURCES<sup>1</sup>

<u>SOURCE</u>	60 to 56 <u>dB CNEL</u>	65+ dB <u>CNEL</u>	<u>TOTAL</u>
Major Roadways	6,960	3,080	10,040
U.S. 101	2,650	5,080	7,730
Santa Maria Public Airport	---	---	---
TOTAL	9,610	8,160	17,770

<sup>1</sup> Based on future land use

By the year 2005, the Santa Maria Public Airport is expected to expand its aircraft flight operations. This will result in greater noise levels surrounding the airport where they do not currently extend. Further, with the increase in aircraft operations, the airport noise contours will increase in size; however, no residents of Santa Maria are projected to be within the 60 to 65 dB CNEL contour. By comparison, 52 dwelling units (146 residents) of Orcutt (an unincorporated area of Santa Barbara County) are projected to be impacted by the 65 dB CNEL contour, which extends beyond the city and airport boundaries to the southeast (Figure N-2). Moreover, the land use policies of the noise impacted area are the responsibility of the County of Santa Barbara and therefore any steps designed to mitigate the noise impacts must be made by the County.

#### ENVIRONMENTAL CONCERNS

According to the 1986 California Environmental Quality Act (CEQA Guidelines, a lead agency may employ a single EIR to describe more than one project, if such projects are essentially the same in terms of environmental impact. Further, the lead agency may use an earlier EIR prepared in connection with an earlier project to apply to a later project, if the circumstances are essentially the same (Section 15153a).

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The Santa Maria Public Airport noise contours were derived from the 1986 Airport Master Plan. The City's Noise Element adopts the existing and projected airport noise contours as evaluated in the Airport Master Plan Final EIR (FEIR) (August 1987). Thus, the findings of the Noise Element are consistent with those of the Final Environmental Impact Report for the 1986 Airport Master Plan certified by the Airport District Board of Directors and Airport Land Use Commission (August 1987). Hence, the City of Santa Maria will incorporate the FEIR prepared for the Airport Master Plan to update the airport noise contours in the City's Noise Element.

### Summary of Noise Impacts

A summary of noise impacts by source is provided in Table N-4.

TABLE N-4  
NOISE IMPACTS BY SOURCE

<u>Source</u>	<u>Impacts</u>
U.S. 101	CNEL noise levels are substantial and exceed 60 dB along major portions of U.S. 101. Noise levels are as high as 80 dB(A) at adjacent residential areas.
Major Roadways	Noise-sensitive land uses along major roadways are impacted by traffic noise.
Santa Maria Public Airport	Airport activities do not currently generate significant noise impacts. However, peak noise levels at off-airport locations to the southeast exceed 80 dB(A). Projected increases in aircraft operations will generate a 60 dB CNEL noise contour that impacts existing residential uses in the unincorporated areas of Santa Barbara County to the southeast.

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## Santa Maria Railroad

Rail line operations are not sufficient to create a 60 dB CNEL extending beyond the right-of-way. However, train noise levels exceed 70 dB(A) at residential locations along Jones Street and late night and early morning train pass-bys may annoy residents at other locations.

## Construction

Construction noise can be annoying to adjacent noise-sensitive land uses. However, construction noise is typically limited to two to three month durations during daytime hours.

## Commercial/Industrial

In general, commercial/industrial operations and activities are not considered a city-wide noise problem. Isolated noise problems can occur where commercial/industrial uses are located near a noise-sensitive land use.





### III. GOALS, POLICIES AND PROGRAM

#### GOAL N.1

Protect and maintain those areas having acceptable noise environments, and provide for the reduction of noise where the noise environment is unacceptable.

#### POLICY N.1

It is the policy of the City of Santa Maria to establish and support a coordinated program to protect and improve the noise environment in the city.

#### OBJECTIVE N.1a

Protect and enhance the city's noise environment by simultaneously controlling noise at its source, along its transmission paths, and at the site of the ultimate receiver. First priority shall be given to residential areas to assure an environment free from excessive or damaging noise. Control of noise at its source shall be given priority over changes to residential structures or neighborhoods.

#### IMPLEMENTATION PROGRAMS

1. The city shall undertake an ongoing Noise Control Program coordinated by the Community Development Department based on the requirements of the Noise Ordinance adopted by the City Council. Participants in such a program include Public Works, Police Department, and the County Health Department's Noise Control Officer. This program will emphasize enforcement of noise regulations set forth in the ordinance, as well as those pre-empted by the state or federal government (but where local enforcement is permitted).
2. Coordinate with the California Department of Transportation to effectively attenuate freeway noise through the placement of barriers, berms, and landscaped open space for existing residences, and incorporating design to reduce future noise level increases.
3. Discourage the intrusion of commercial and industrial traffic onto local residential streets through the site planning review process for new construction.

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4. Provide for continued evaluation of truck movements and routes in the city to provide for their effective separation from residential areas.
5. Encourage the enforcement of State Motor Vehicle noise standards for cars, trucks, and motorcycles through coordination with the California Highway Patrol and County Sheriff.
6. Monitor the growth of general aviation and commercial flights at Santa Maria Public Airport to ensure no significant noise impacts are generated.
7. Require avigation easements in all new developments that are in the 55+ dB CNEL contour and in areas that are commonly overflown.
8. Incorporate noise evaluation in the subdivision review process. Noise evaluations should include site design criteria, setbacks, roadway design, and the preservation of natural noise barriers.
9. Enforce the California Noise Insulation Standards (California Administrative Code, Title 25) for all new multi-family structures, including new condominiums, in areas containing 60 dB CNEL or more to ensure an interior noise environment at a maximum of 45 dB CNEL or below.
10. Control noise instruction from stationary outdoor machinery, appliances, and air conditioners.
11. Provide for the continued evaluation and control of all variances and conditional use permits involving potential noise exposure to residential areas.
12. Limit the hours of construction activity in residential areas in order to reduce the intrusion of noise in the early morning and late evening hours, and on weekends and holidays.
13. Ensure adequate noise control measures at all construction sites through the provision of mufflers and the physical separation of machinery maintenance areas from adjacent residential uses.
14. Prohibit the operation of service and maintenance vehicles of a non-emergency nature in residential areas during early morning and late evening hours.
15. Ensure the placement of walls, the establishment of setbacks, and the utilization of green belts in area occupied by commercial, industrial, and parking facilities when adjacent to residential neighborhoods.

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## GOAL N.2

Protect the health and welfare of the Santa Maria area through the identification and control of noise pollution.

## POLICY N.2.a

It is the policy of the city to protect noise sensitive land uses from the impacts of noise generating activities through attenuation or buffering, to "isolate" noise generating activities from the intrusion of noise sensitive uses, and guard against the deterioration of the situation where conflict (between noise-generating and noise sensitive uses) presently exist.

## OBJECTIVE N.2.a

In Residential Areas

1. Achieve essentially quiet exterior outdoor living area noise level (60 dB CNEL or less).
2. Achieve essentially noise-free interior habitable room noise level regardless of dwelling type or density (45 dB CNEL or less).
3. Limit noise transmitted from adjacent land uses (residential or other) to acceptable level for residential uses.
4. Encourage the development of residential units in areas away from present or projected noise sources.

## OBJECTIVE N.2.b

1. Achieve essentially quiet exterior outdoor living area noise level (60 dB CNEL or less).
2. Achieve essentially noise-free interior habitable room noise level regardless of dwelling type or density (45 dB CNEL or less).
3. Limit noise transmitted from adjacent land uses (residential or other) to acceptable level for residential uses.
4. Encourage the development of residential units in areas away from present or projected noise sources.

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**OBJECTIVE N.2.b**

1. Achieve an exterior noise level which does not interfere with normal business activity (65 dB CNEL or less).
2. Limit noise transmitted from adjacent land uses (65 dB CNEL or less).

**OBJECTIVE N.2.c**In Industrial Areas

1. Allow higher levels of noise exposure (70 dB CNEL or less).
2. Encourage compliance with state and federal health and safety regulations.
3. Protect activity areas to which the public has general access to levels acceptable in a commercial area (65 dB CNEL or less).

**OBJECTIVE N.2.d**In Particularly Noise Sensitive Uses

1. Recognize that the city does not have control over major vehicle noise standard, due to state pre-emption. The city should encourage mitigation residential road commercial development along the major traffic routes in accordance with the permanent uses.
2. Discourage through truck traffic in residential and commercial zones except on designated truck routes or unless making deliveries within the area.
3. Discourage residential developments where traffic generated noise levels already exceed the residential zone noise levels that residential development contains means for mitigation of the noise.

**POLICY N.2.b**

Future development with the designated 60 dB CNEL or greater shall be evaluated on a project-by-project basis. When acoustical analysis is required, the report shall be prepared by a qualified acoustical engineer with experience in environmental noise assessment and noise control design.



1. Proposed residential developments in the Noise Impact Zone of the projected CNEL contour map are required to provide land use plan showing that outdoor living areas have been reduced to a 60 dB CNEL or less. Acoustical analysis should indicate the use of a noise barrier, site design, grading and/or earth fills, etc., as required to meet this land use criteria. This analysis shall be provided by the applicant.
2. Proposed residential development within the 60 dB CNEL or greater contour of the projected CNEL contour map are required to provide a plan and supporting acoustical analysis to show that interior habitable rooms will not exceed a CNEL of 45 dB. This analysis shall be provided by the applicant.

#### OBJECTIVE N.2.a

1. Non-residential uses which may be noise-sensitive be required to provide a plan and supporting acoustical analysis to achieve the residential standards (60 dB CNEL or less). This analysis shall be provided by the applicant.
2. That any proposed noise-sensitive uses which are deemed to be within the influence (within 1,000 feet) of existing noise generators - as designated in this element or by the Community Development Department, but not falling within the 60 dB CNEL impact zone - may be subject to an evaluation by the department prior to project approval. If an acoustical analysis is required, it shall be provided by the applicant.
3. That any proposed new development or intensification of existing activity which can reasonably be expected to generate noise above 60 dB CNEL shall be evaluated for compatibility with adjacent noise sensitive land uses by the Community Development Department prior to project approval. If an acoustical analysis is required, it shall be provided by the applicant.





## IMPLEMENTATION PROGRAMS

1. The city shall undertake an ongoing noise control program coordinated by the Community Development Department based on the requirements of a Noise Ordinance that was adopted by the City Council (copies are available at the Community Development Department). Among the participants of such a program are the Public Works Department, Police Department, and the County Health Department's Noise Control Officer. Such a program will emphasize enforcement of noise regulations set forth in such an ordinance as well as those pre-empted by the state or federal government (but where local enforcement is permitted). INCLUDED WOULD BE NOISE FROM:
  - a. Motor vehicles on city streets.
  - b. Construction equipment.
  - c. Industrial activities
  - d. Residential "nuisance" sources.
2. The City of Santa Maria shall actively engage in exploring possible attenuation or buffering measures for existing residential areas defined by the 65 dB CNEL impact zone. This exploration process shall be followed by a time-phased and cost-explicit schedule for the installation or construction of such mitigation measures. A determination of who will bear this expense will be determined at such time.
3. The city, through a joint effort of the Community Development Department and Public Works Department, shall investigate the feasibility of establishing:
  - a. Truck routes to channel traffic noise away from residential areas.
  - b. A system of street improvements/alterations to discourage through truck traffic in residential areas.
4. The city shall undertake a public education program to make the community more aware of the effects of noise and to keep it informed of the measures being taken to combat noise. As the public becomes more aware of this problem, it can become a greater influence in achieving the ultimate solution by demanding quieter products, transportation elements, and industrial facilities.



LAND USE PLANNING

The City of Santa Maria can achieve a noise compatible environment through comprehensive land use planning. Proposed development should be evaluated in terms of the projected impact from future noise sources and the application of the city's policies, objectives, and implementation programs. The city's noise compatibility objectives by land use are summarized in Table N-5. Proposed residential and other noise-sensitive projects impacted by a 60 dB CNEL or greater would require additional acoustical analysis to achieve acceptable interior and exterior noise levels. Noise-sensitive land uses include residential (single and multi-family dwellings, mobile home parks, dormitories, and similar uses); transient lodging (including hotels, motels, and similar uses); hospitals, nursing homes, convalescent hospitals, and other facilities for long-term medical care; and public or private educational facilities, libraries, churches, and places of public assembly. Acoustical analyses shall be prepared by a qualified acoustical engineer with experience in environmental noise assessment and noise control design and review by the Community Development Department, Environmental Review Officer.



TABLE N-5  
SUMMARY OF NOISE COMPATIBILITY BY LAND USE

<u>Land Use</u>	<u>Criteria</u>
Residential:	
Exterior	Outdoor living areas must be mitigated to 60 dB CNEL or less
Interior	Habitable rooms must be mitigated to 45 dB CNEL or less.
Noise Sensitive Use:	
Exterior	Same as residential criteria.
Interior	Same as residential criteria.
Commercial:	
Exterior	A noise level of 65 dB CNEL or less or which does not interfere with normal business activity.
Industrial:	
Exterior	A noise level of 70 dB CNEL or less or which does not interfere with normal business activity.
	Public access areas should be 65 dB CNEL or less.

In dealing with the various existing and potential noise problems, the mitigation measures described in Table 6 should be considered. The Technical Appendix contains a more extensive discussion of mitigation measures.





TABLE 6

## SUMMARY OF MITIGATION MEASURES BY NOISE SOURCE

<u>Noise Source</u>	<u>Mitigation</u>
U.S. and Major Roadways	Site design, noise barriers, and noise insulation should all be considered as possible noise mitigating measures.
Santa Maria Public Airport Operations	<p>Continue and strengthen noise abatement procedures established by the Airport District. If significant growth of airport operations occurs, noise-sensitive uses southeast of the airport should be acquired or redeveloped.</p> <p>All proposed development within the City of Santa Maria and County of Santa Barbara should comply with city, county, and state noise standards and guidelines. Avigation easements should be required in all new developments that are within the 60 dB CNEL contour and in areas that are commonly overflown.</p>
Santa Maria Railroad Line	Redevelopment and/or noise barriers should be considered for residential spaces within 100 feet of the right-of-way.
Construction Activity	Heavy construction should be limited to the weekday hours (7 a.m. to 6 p.m.) with minimal activity on weekends. Noise of construction equipment should be considered in the procurement of equipment by city departments.
Commercial/Industrial	The adoption of effective implementation of a noise ordinance will insure that fixed sources of noise will remain at acceptable levels.
All Sources	Land use compatibility analysis for any proposed noise-sensitive development located within a 60 dB CNEL from any noise source.
A5b-CityGP	

U.C. BERKELEY LIBRARIES



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